

Ryan Has 1000 on Payroll



ASSEMBLY LINE—Ryan Electronics Torrance production plant assembly lines are turning

out Doppler navigation systems for navy aircraft under a \$20,000,000 U.S. contract.

The Torrance facility of Ryan Aeronautical Co., now boasts more than 1000 persons on the payroll producing the APN/67 and APN/122 navigation system for the Navy.

Highly skilled electronic engineers and technicians are employed while electronic production assemblies mark the efficient operation of the plant.

The Ryan Torrance division began business in May 1957 after the firm acquired 137,000 square feet of floor space near Torrance Municipal Airport.

The division immediately began assembling the Ryan Firebee jet-target missile, the KDA-4 version for the U.S. Army and Q-2A for the U.S. Air Force. A contract authorized in November, 1957, began construction on three large structures to increase the floor space in the Torrance plant to 277,763 square feet.

The new building included two new factory structures and an office building addition. Currently, the Ryan Torrance Division occupies 38 acres of land adjacent to the Torrance Airport.

Steady growth of employment at the Torrance plant became a big factor in late 1957. It prompted the Los Angeles County Board of Supervisors to allot \$200,000 to the city of Torrance for widening Lomita Blvd. for one mile between Crenshaw and Hawthorne Blvds., from a two-lane to a four-lane highway. Lomita Blvd. was lowering to the level of the Ryan property to facilitate parking along the curb in front of the plant and relieve drainage problems along the boulevard.

Next development saw the merging of the Torrance facility and San Diego electronics division in production of Ryan advanced continuous wave Doppler navigation units for the Navy.

Kearney Mesa (San Diego) electronics site performs electronics engineering, research and development, and sales activities while Torrance plant turns out the finished navigational system, in the electronics division.

Additional electronics engineers and technicians will be employed at the Torrance plant

which will mean increased employment.

Year 1922 saw the inception of the Ryan organization when T. Claude Ryan, founder and still president, began his career in the aviation industry, in San Diego, when he sold his Model T. Ford and drained his bank account to purchase a war-surplus Jenny for \$400.

Ryan, then a 24-year old Army Reserve pilot, made sight-seeing flights, gave instructions from a postage-stamp-sized airfield, along San Diego's waterfront. He then barnstormed.

From this small beginning, grew the enterprise to the proportions requiring 1,700,000 square feet of factory floor space in San Diego, Torrance, and Inglewood, with an annual sales volume of \$74 million and a payroll of approximately 8000, producing jet engine components and rocket engines, exhaust manifolds for piston engines, and complex electronic navigational and guidance systems.

The Ryan name marked the solo flight of Charles Lindbergh,

who became the first man ever to span the Atlantic in the most famous plane ever built, the "Spirit of St. Louis."

Other Ryan firsts:

The M-1 designed for air-mail service and the first volume production monoplane in America. The M-1 and its successors pioneered airline routes in the U.S. and Latin America, Canada, and Alaska, and provided basis for the "Spirit of St. Louis."

Year-round airline service in the country between San Diego and Los Angeles, was first regularly scheduled in the mid-1920s.

The S-T, American's first small airplane of metal construction, and forerunner of hundreds ordered by sportsmen, pilots, and training schools all over the world.

The PT series of primary military training planes for the Army Air Corps, introduced early in World War II, as the first low-wing monoplanes ever used for the instruction of fledgling pilots.

Largest Gain Recorded by Food Stores

Torrance's food stores revealed the largest gain among the retail establishments with an increase of \$4,159,000 during 1958.

The volume placed the city in 28th position statewide for the city's highest state ranking.

Food stores include grocery, meat, and delicatessen outlets. Following shows the progress for the last four years given by years, state ranking and sales in that order:

1955-44—\$15,999,000; 1956-34—\$20,382,000; 1957-29—\$24,577,000; 1958-23—\$28,736,000.

Net income of Torrance Municipal Airport for 1959 showed a profit of \$1644.03, according to annual report of Finance Director Jerome Scharfman. Revenue was \$102,880 against \$101,236 for expenses.



G. W. Rutherford Manager of Ryan Torrance Plant

G. W. Rutherford was named vice-president and manager of the Ryan electronics division in November, 1959. In August, he was named manager when the Torrance Division merged with Kearney Mesa (San Diego) division to make up the electronics division.

He joined the Ryan firm in 1951 as the assistant to the company's legal counsel. Transferred to the controller's office in 1952 as executive assistant, he was appointed assistant controller in 1955.

For approximately five years, including a period during World War II, Rutherford was associated with Consairways, a division of Consolidated Vultee, concerned with the delivery and maintenance of B-24 Liberator bombers in Southwest Pacific. He was navigator and was later in charge of airlines schedules, air crews, maintenance and army coordination for the Honolulu division.

After the war, he attended Stanford and received degrees in business administration and law, graduating with Phi Beta Kappa honors in 1950. He practiced law in San Diego a year before joining the Ryan organization.

Torrance Dwelling Units up to 28,800

Dwelling units in Torrance today number 28,200 according to the Chamber of Commerce.

They have increased from 3155 in 1940 to 28,200 in 1959. The year 1951 saw 8986, and in 1955 there were 19,100.

G. W. RUTHERFORD, Manager

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